

28 February 1967

MEMORANDUM TO HEADQUARTERS



TO: [REDACTED]

INFO: V. Webb, [REDACTED]

FROM: [REDACTED]

SUBJECT: MONTHLY ACTIVITY REPORT

1 February 1967

Resident Officer met with [REDACTED] officials for discussions of electrical compatibility of Agena, payload, and CR camera subsystems.

The DISIC No. 2 was returned to New York to incorporate 18 engineering changes prior to installation in the payload system qual vehicle, QR-2.

2 February 1967

DISIC integration status was reviewed by the Resident Office and AP personnel. It was decided that a member of AP and the Resident Office should be present at all DISIC buy offs if possible. These members would not sign the DD250's or any other contractual document.

A flight scheduling meeting was held between members of [REDACTED] and [REDACTED]

7 February 1967

The Resident Office met with AP and [REDACTED] representatives at AP to review electrical protection responsibilities for the J-3 cameras. It was decided that protection would be provided on the [REDACTED] side of the interface.

Program Managers' Meeting was held at AP. Topics discussed included:

1. The 1 February 1967 PERT analysis shows a one week slip from the previous analysis to a negative 4.4 weeks behind the scheduled CR-1 flight readiness date of 24 July 1967. The critical path is in the AP area and specifically the qual test and availability of the slope programmer, the PMU, the exposure control and the aft pyro box.
2. All qualification tests for the camera, supply, take-ups and intermediate roller assembly have been completed except for acceleration tests and the take-ups' loaded shock tests. CR-1 instruments #302/303 are due to be shipped to AP on 12 February. The vibration, separation, water impact, and acoustic tests on the engineering test vehicle have been deferred due to the urgency of the flotation tests. There should be no impact of this deferment on the first flight of J-3.

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3. J-1 flight schedule revisions may cause reorder of forebodies from [REDACTED]
4. J-3 Program is about five weeks behind schedule. Slippages in the delivery of the CR-1 cameras and DISIC unit for QR-2 plus other key slippages allow only a 50% confidence in CR-1 being ready for scheduled flight.

9 February 1967

AP discussed with Resident Officer the possibility of LMSC (AP)'s engineering talent being used on Program [REDACTED]. It was agreed that, subject to cost segregation and appropriate security provisions, Program [REDACTED] work would be authorized at AP.

[REDACTED] and [REDACTED] of USAF AFPRO Sunnyvale visited the Resident Office to establish liason with the local "black" Air Force expiditor.

10 February 1967

[REDACTED] AGE #2 and USE #803 have been accepted by the government.

14 February 1967

Received cameras Nos. 302 and 303 for flight system CR-1 at AP.

16 February 1967

Final Design Review of Mechanical AGE, Payload Structure, and Thermal Interface Specification was conducted and approved with minor changes recommended.

Resident Officer met with AP personnel and decided to remove theodosyns, xenon flash package and H.O. filter change from the CR-1 configuration. CR-2 will include the removed items.

17 February 1967

The Design Review of the Electrical AGE was conducted and approved subject to minor modification.

SRV #804 was accepted at [REDACTED]

20 February 1967

Resident Officer met with [REDACTED] personnel at [REDACTED] [REDACTED] to cancel their proposals for redesign of guillotine, incorporation of bottle pressure sensor and redesign of parachute swivel.

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21 February 1967

Resident Officer met with OSP personnel at [REDACTED] to review overall Corona budget and funding. [REDACTED] and OSP personnel met at [REDACTED] to discuss [REDACTED]

22 February 1967

Mission 1039 (J-39) launched successfully.

Resident Office met with [REDACTED] for financial status review.

24 February 1967

Reber (DDNRO) and [REDACTED] of [REDACTED] were briefed on J-3 Program and toured AP and the Satellite Control Facility.

27 February 1967

Mission 1039 "A" bucket recovery was successful.

[REDACTED]